OnStar® is convenient because you don’t have to dial when you are at the wheel. And receive calls—at the touch of the phone icon on the rearview mirror or the steering-wheel-mounted controls. Voice-activated dialing is available for compatible cell phones. Visit onstar.com for coverage maps, details and system limitations.

Siri in the Car
Siri in the Car is further enhanced with easy-to-use voice-activated commands that let you send messages, make calls, and get directions—without taking your hands off the wheel or your eyes off the road—on your way to your destination. Siri in the Car is available on selected models.

Satellite navigation is further enhanced with the capability to receive and display satellite imagery and 3-D maps. To receive complete satellite navigation coverage, the unit must receive satellite signals to be available and operating for features to function properly. Satellite navigation coverage is available in the 48 contiguous U.S. and other countries. See siriusxm.com for complete coverage area.

SiriusXM® satellite radio is best in class satellite radio service. With a Vehicle Satellite Radio, you can listen to over 140 channels. SiriusXM satellite radio services and features are available in the 48 contiguous states. SiriusXM at siriusxm.com. SiriusXM listens to you and tailors programming to your tastes and preferences. Certain features are also available at siriusxm.com.

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OnStar® from General Motors may also be used in other General Motors vehicles, but there may be some standard content may be deleted with fleet orders. For more information about compatibility with your vehicle and products, see your dealer or visit onstar.com.

New-Vehicle Limited Warranty
Limited new-vehicle warranty coverage varies depending on the GM vehicle. For more information, see the new-vehicle Limited Warranty certificate that came with your vehicle. General Motors vehicles are not covered by the Limited new-vehicle warranty. For more information, see the Owner's Manual for important safety information about trailering or towing.

Booster Seats
OnStar® from General Motors offers financial assistance for eligible adaptive equipment to make automotive travel easier for persons with disabilities or special transportation needs. To see if your vehicle is eligible, visit onstar.com or see your OnStar® Authorized Dealer. See your OnStar® Authorized Dealer for details.

GMCAR
GMCAR is General Motors’ Global Features Verification System. GMCAR verifies that the equipment you ordered or, if there are changes, that they are acceptable to you. GMCAR verifies the complete terms of your contract, including any prearranged downpayment, financing terms, and any rebate or unusual conditions.

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Customer Satisfaction is Always Guaranteed.

For Questions on Your Vehicle or to Schedule Service, Please Call the Dealership:

- Regular Cab
- Double Cab
- Crew Cab

- Standard on all models.
- Included with Z71 Trailering Package.
- Requires manual adjustment.
- Standard on regular Cab models.
- Only available with regular Cab models.
- Requires manual adjustment.
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ONE HUNDRED YEARS of continuous innovation results from a steadfast refusal to engineer anything less than Professional Grade trucks.

From the very beginning, GMC has been dedicated to the highest standards of design and engineering. That’s why we’ve taken refinement, performance and ingenuity to a whole new level to create a truck that is precision-crafted like no other in the world—introducing the re-engineered 2014 GMC Sierra.
Like you, the new Sierra turns obstacles into achievements, constantly making easy work of your hardest jobs.

Entering the cabin and you’ll find it as accommodating as it is supportive. Out on the road, you’ll be rewarded with a system of engine technologies that produces robust power with ruthless efficiency. Even the cargo box is redesigned to make it easier to use and more versatile. Surrounding everything is a body engineered to direct and manage airflow. All together, this makes the new Sierra the truck you’ve always needed. Conveniently, it also makes it the one you’ve always wanted.

INTERIOR
When you’re pushing the limits of what’s possible, you relish breaking through new barriers. That’s exactly what we’ve accomplished with Sierra, utilizing new standards for a quieter ride.

You won’t experience a quieter full-size pickup, thanks to the seamless integration of engineering and design details such as exterior aerodynamics, triple door seals, sound-absorbing materials and engine exhaust valving. Climb into Sierra and your desire for comfort is immediately met by new highly supportive seats, while premium materials like available leather-appointed seating and real aluminum trim surround you in purposeful style.

You’ll also find convenient and generous storage options so everything is at your fingertips.
COMFORTABLE SEATS: Hard work shouldn’t be without its comforts. That’s why the seats in Sierra feature a new sculpted design and also provide lasting comfort with dual-firmness foam. This helps ensure that your seat’s shape is retained over time, reducing driver and passenger fatigue.

COMFORTABLY QUIET INTERIOR, ESPECIALLY WHEN CONDITIONS ARE ANYTHING BUT.

DYNAMIC STORAGE: Understanding that Sierra may be your mobile office, GMC designers kept that in mind when constructing the new available center floor console. It’s been designed to help maximize space. Fully-adjustable cup holders and two cavernous storage bins offer enough room to accommodate your hanging files. Moveable cup holders provide flexibility, and two cavernous storage bins offer enough room to accommodate your hanging files. You’ll also appreciate the convenience of easy “grab and go” storage pockets integrated into the doors so everything you need is at your fingertips.

EASIER ACCESS: Sierra has always been easy to get in and out of, but now we’ve improved rear seat comfort and access by adding nearly 2 inches of leg room on Crew Cabs. Getting in and out of the rear seat of the Double Cab is also easier in tight places, thanks to new forward-hinged rear doors. On both models, the rear doors are bigger to provide easier entry and exit from the second row. This was accomplished without enlarging the cabin, but by cleverly using the existing space.
SIERRA '1500 CREW CAB SLT IN JET BLACK shown with available equipment.
A COMMAND CENTER THAT ACTUALLY COMMANDS YOUR ATTENTION.

GMC design has a decidedly practical side evidenced by the all-new instrument panel. It’s arranged to put controls where they’re more visible and easily accessible. In fact, all knobs and buttons are larger to accommodate gloved hands, while gauges are easier to read and LED back-lit. Opt for the available bucket seats with center console and never be far from a convenient power supply: five USB ports, four auxiliary power outlets and a new available 110-volt outlet keep first- and second-row passengers connected and powered up. Plus, there’s a spot designed specifically for cell phone storage.

*Not compatible with all devices.
AN INSTRUMENT PANEL DESIGNED WITH THE BELIEF THAT A CRAFTSMAN IS ONLY AS GOOD AS HIS TOOLS.

The new Sierra comes equipped with a new available GMC 8-inch diagonal Color Touch Radio with IntelliLink.

Favorites lets you save albums, songs, artists, destinations and contacts. You can even store frequently used phone contacts for quick access.

IntelliLink also adds hands-free voice-activated control of your communication and entertainment selections. Stream Pandora® internet radio or access your iPhone6 or other music library through your smartphone or sync your MP3 music library. My Media connects media libraries from multiple devices in the truck. Customizable.

An instrument panel designed with the belief that a craftsman is only as good as his tools.

makers & tools, Exterior. The Sierra is available in seven trim levels, each designed with the belief that a Craftsman is only as good as his tools, offering the new available GMC 8-inch diagonal Color Touch Radio with IntelliLink.

IntelliLink also adds hands-free voice-activated control of your communication and entertainment selections. Stream Pandora® internet radio through your smartphone or sync your MP3 music library. My Media connects media libraries from multiple devices in the truck. Customizable.

For additional information about Sierra's Rear-Vision Camera System, please visit gmc.com/vision or call 1-800-777-2000.

SAFETY ALERT TECHNOLOGIES. The best way to handle a collision is to avoid it. That's why Sierra is the first full-size pickup to offer the new available Driver Alert Package. Forward Collision Alert (FCA) warns you when you're rapidly approaching another vehicle and it appears a collision is imminent. Lane Departure Warning (LDW) alerts you if you wander from your lane without using your turn signal. Both provide a visual alert and allow you to choose from additional audible signals, on the new Safety Belt Stalk. Shot certain conditions, depending on the direction of lane drift, while FCA signals both sides of the seat to vibrate.

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POPULAR WISDOM SAYS YOU CAN’T JUDGE A BOOK BY ITS COVER. WE SAY GO RIGHT AHEAD.

STYLING WITH A PURPOSE. The styling of the new Sierra was crafted with the promise of commanding glory of an imposing, unassailable design that’s bold, muscular and distinctive. The new Sierra’s grille is an imposing feature. Its tightly integrated moldings help protect the finish against chipping from stones and debris. The design also delivers increased airflow around the grille.

ENGINEERING A CURVE. Engineering and engineering artistry go to work for your benefit in an environment shared by GMC engineers and designers. The new Sierra is engineered with the purpose of minimizing noise, while still managing airflow to put it to work for your benefit. The new dimensional grille captures a larger portion of air to help cool the engine. Now, only air necessary for cooling is directed into the engine compartment, while the rest flows smoothly around the truck. Sierra’s sculpted styling also serves the purpose of reducing wind noise to create a quieter cabin. The resulting lower drag coefficient also enhances Sierra’s fuel efficiency. Air deflectors are now located in front of the rear tires to direct air around the wheel openings to help reduce turbulence and drag. The result is a more efficient driving experience.

Designing with a purpose, the new Sierra was crafted with the promise of commanding glory of an imposing, unassailable design. Its tightly integrated moldings help protect the finish against chipping from stones and debris. The design also delivers increased airflow around the grille.

Sierra 1500 Double Cab with available equipment. Sierra 1500 Double Cab with available equipment. Sierra 1500 Double Cab with available equipment.

Model shown with available equipment.

Engineered Airflow

Managing and optimizing airflow to put it to work for your benefit is an achievement shared by GMC engineers and designers. The new dimensional grille is engineered to capture a larger portion of air, which is now directed into the engine compartment, while the rest flows smoothly around the truck. Sierra’s sculpted styling also serves the purpose of reducing wind noise to create a quieter cabin. The resulting lower drag coefficient also enhances Sierra’s fuel efficiency.

Air deflectors are now located in front of the rear tires to direct air around the wheel openings to help reduce turbulence and drag. The result is a more efficient driving experience.
A TRUCK SMART ENOUGH TO MANAGE YOUR CARGO FOR YOU.

You already work hard. The 2014 Sierra helps you work smarter by solving everyday cargo challenges. The addition of the new available 6.6-foot cargo box on Crew Cab now gives you a choice of hauling options. Getting to the cargo box is now easier with the new available EZ-Lift and Lower Tailgate. A torsion bar reduces effort to raise the tailgate, and a rotary damper allows for gradual lowering when opening it. To help reduce turbulence, a rear spoiler is integrated into the top of the tailgate. But in true GMC fashion, we didn’t stop there.
WE’VE REMADE THE BOX In the new Sierra, easy-to-use cargo solutions are fully integrated to anticipate your needs long before you do. It starts with simple, yet all-too-important elements like rail protectors at the top of the box and the tailgate to help prevent damage load after load.

UNDER-RAIL BOX LIGHTS Available LED lights are conveniently positioned under each cargo box rail to make it easier to load or unload at night, or when the box is enclosed by a tonneau cover.

MOVABLE TIE-DOWN HOOKS Four new patented, load-bearing upper tie-down hooks are standard. Rated at 250 pounds each, they can be repositioned in several places around the box depending on the cargo being secured.

CORNERSTEP REAR BUMPER Integrated into the corners on most models, these new bumper steps make it easy to access the cargo box. The deep tread of the step is designed to accommodate large steel-toed boots.
MEET THE NEW FACE OF PROFESSIONAL GRADE.

To keep going even when the pavement ends, Sierra, with the available All-Terrain Package, includes the Z71 Off-Road Suspension, Hill Descent Control and adds off-road jounce bumpers, a high-capacity air cleaner, underbody shield protection and Rancho® Tenneco® shocks. Further enhancing its unique appearance are a body-colored grille and bumpers, 18" chrome aluminum wheels and a carbon-fiber-inspired interior.

The new Sierra Double Cab features forward-hinged rear doors to help improve access and reduce wind noise. To quiet the interior further, all Sierra models feature new triple door seals and an inlaid door design to fit the doors precisely into the body.

CARRY A TON. COMFORTABLY. The 2014 Sierra is strong, thanks to meticulous attention to detail throughout its body structure. It’s strong enough to produce a new maximum payload of more than one ton, as well as a best-in-class trailer weight rating of up to 11,500 lbs. Providing the ultimate support is a hydroformed, boxed, high-strength steel frame. Connecting the body to the frame are new shear and redesigned hydraulic body mounts. They work together to help manage side-to-side and up-and-down vibrations. You’ll enjoy improved comfort and a smoother, quieter ride.

Maximum payload capacity includes weight of driver, passengers, optional equipment and cargo.

Requires Sierra Double Cab 2WD with 5.3L EcoTec3 engine and Max Trailering Package. Available late summer. Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow.

The all-new Sierra EcoTec3 engine family features GMC's latest technologies: Direct Injection (DI), Active Fuel Management (AFM) and continuously Variable Valve Timing (VVT) to deliver power when needed and fuel efficiency when less power is called for. No other competitive pickup offers these standard technologies in all its engines. Over 100 patents result from these innovations that save fuel, reduce emissions and lower operating costs. Over 100 patents result in engines (4.3L V-6, 5.3L V-8 and 6.2L V-8) that are more powerful and efficient, as well as in their improvements in performance and efficiency.

In fact, the available 5.3L V-8 generates 355 hp, 383 lb-ft of torque and 23 mpg hwy, giving it the best V-8 pickup fuel economy. Additional innovations include Deceleration Fuel Cutoff, which automatically shuts off fuel when you lift off the accelerator, and Jet-Spray Piston Cooling that injects pressurized oil under the pistons and on cylinder walls for reduced piston temperature to help maximize power. Translating all of Sierra’s power and torque is our proven electronically controlled Hydra-Matic 6-speed automatic transmission.

1 Maximum payload capacity includes weight of driver, passengers, optional equipment and cargo.

The EPA-estimated mpg for 5.3L EcoTec3 engine: 16 city/23 hwy 2WD, 16 city/22 hwy 4WD. EPA estimates for 4.3L and 6.2L EcoTec3 engines not yet available. Based on GM 2013 Large Pickup segment.
ACTIVE FUEL MANAGEMENT: By sensing load and demand, AFM optimizes fuel efficiency by activating or deactivating cylinders (two on the V-6 and four on the V-8). Under high-demand conditions, such as at high speeds or when loads demand more power, the engine’s switching mechanism is depressurized, re-engaging the cylinder and restoring full power—without you ever noticing the transition.

VARIABLE VALVE TIMING: For responsiveness in low-speed city driving and bold power for open-road passing or trailering, all Sierra engines feature continuously VVT. It monitors and adjusts valve open and close points for near-peak levels of torque across the entire range of engine speeds. A unique dual-equal phaser adjusts the camshaft timing for both intake and exhaust valves.

DIRECT INJECTION: For precise fuel distribution and fast, efficient combustion, all engines benefit from DI technology. The system moves the fuel closer to the ignition point in the engine—the combustion chamber. By injecting fuel at over 2000 psi, the air and fuel mix more completely. This enhances toque for fuel economy and improved performance.

EcoTec3 = More Power with Less Energy, That’s Our Big Bang Theory.

EPA-estimated mpg for 5.3L EcoTec3 engine: 16 city/23 hwy 2WD, 16 city/22 hwy 4WD. EPA estimates for 4.3L and 6.2L EcoTec3 engines not yet available.
RIDE. HANDLED.

ONE WITH THE ROAD  This is where every single aero-dynamic, power, torque and handling innovation engineered into Sierra meets the pavement. That’s why new half-inch-wider 17-, 18- and 20-inch wheels provide greater on-center feel and crisper control during subtle steering movements.
MAINTAINING CONTROL StabiliTrak, an electronic stability control system, helps improve stability by detecting and reducing traction loss. It senses when Sierra is not responding to steering inputs, adjusting engine speed and applying brake pressure to any individual wheel to help maintain directional control. For rollover mitigation, StabiliTrak anticipates a vehicle “tip up” situation, rapidly braking to help reduce lateral forces and the likelihood of a rollover. See Sierra’s stability control system in action at gm.com/stabilitrak.

HILL DESCENT CONTROL Activated by pushing a button within easy reach on the instrument panel, Hill Descent Control, included on Z71 models, uses antilock braking to provide a smooth and controlled hill descent in rough terrain without you having to touch the brake pedal.

HILL START ASSIST Sensors automatically detect when Sierra is on a 5 percent grade or more. It holds the brakes for up to 1.5 seconds or until the accelerator is pressed, preventing rollback. It is most effective when trailering, giving you time to switch from the brake to the accelerator without rolling.

TOW/HAUL MODE To give you even more power to accelerate when trailering or hauling heavy loads, Tow/Haul mode raises transmission upshift points. This feature also helps you slow Sierra by raising downshift points, which use engine compression to slow your Sierra instead of merely braking.

TRAILER BRAKE CONTROLLER For fingertip control and easy monitoring of your trailer brakes, Sierra offers an available integrated trailer brake controller. Now conveniently located to the left of the steering wheel, it even displays the level of brake force or “gain” in the Driver Information Center.
COIL-OVER SHOCK FRONT SUSPENSION
The front suspension is designed to improve handling. The front shock module has been enhanced to increase road isolation in response to even smaller vibration inputs. A thicker spring isolator and a higher spring rate produce a more controlled ride. The new 34-millimeter hollow stabilizer bar reduces weight without sacrificing vehicle stability.

DESCRIPTION
This fully independent system is precisely tuned for improved handling.

PRECISION MOVEMENT
A Sierra is crafted from thousands of components, yet that sheer brilliance comes from how they cohesively work in unison. Precision integration of tires, wheels, chassis, suspension, steering, braking and safety helps provide greater command and control of your Sierra. For the all-new Sierra, the challenge was far from easy. Engineers were asked to reduce weight to transfer increased engine output to the road and build upon Sierra’s already impressive ride and handling qualities, all without diminishing its legendary power, capability and durability. The successful result epitomizes the GMC philosophy that just being good enough is never enough—there are always new goals to overachieve.

DISTRIBUTION OF POWER
Sierra’s increased horsepower and torque call for an enhanced way to transmit that power to the pavement. That’s why the rear axle features a larger (9.5-inch) ring gear on the V-8s, and the redesigned rear axles now handle the increased power capacity. This robust axle design also provides improved durability.

ELECTRIC RACK-AND-PINION STEERING
The new electric variable assist power rack-and-pinion steering system on Sierra improves efficiency over engine-powered systems. The variable assist is tuned to provide less assist at highway speeds for a solid feel and more assist for less steering effort when you’re maneuvering in tight spaces.

CORROSION-RESISTANT DURALIFE™ BRAKE ROTORS
To reinforce these features, GMC engineers used a new process called Ferritic Nitro-Carburizing (FNC) technology, which is far superior to chrome. FNC is a patented GM-exclusive corrosion protection process designed to provide maximum protection and longest brake life.

DESCRIPTION
To reinvent the brake rotor, GMC engineers used Ferritic Nitro-Carburizing (FNC) technology, which can double rotor life. FNC is a patented GM-exclusive corrosion protection process.

RELAX... IT’s PERSONAL
At GMC, our engineers and designers put all of their ingenuity into creating the most advanced Sierra ever. Now it’s your turn to pick the interior and exterior colors, premium materials and wheel style you like most. You can also select the Professional Grade accessories that will help personalize Sierra just the way you like it. In fact, discover more than 6 million drivers who came, commented and browed in the right direction with OnStar1 (with service standard for 6 months).

1 Go to onstar.com for details and system limitations.

DESCRIPTION
Now it’s personal.
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<td>Sonoma Red Metallic</td>
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<td>Jet Black Cloth</td>
<td>Nightfall Black/Quicksilver Metallic</td>
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<td>Jet Black Leather-Appointed</td>
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<tr>
<td>Jet Black Leather-Appointed</td>
<td>White Diamond Tricoat</td>
</tr>
<tr>
<td>Jet Black Leather-Appointed</td>
<td>Stealth Gray Metallic</td>
</tr>
<tr>
<td>Jet Black Leather-Appointed</td>
<td>Wood Tone</td>
</tr>
<tr>
<td>Jet Black Leather-Appointed</td>
<td>Wood Tone</td>
</tr>
</tbody>
</table>

See your GMC dealer for more detail details.
ACCESSORIES Engineered to the same Professional Grade standards as your Sierra, GMC Accessories range from functional enhancements like assist steps and bed management systems to stylish wheels and accents.

- **Assist Steps**: Make it easier to get in and out of your truck with these stylish steps. The 6-inch oval are aluminum and the 4-inch round are stainless steel. Both are rust-resistant and available in either chrome or black powder coat.

- **Soft Tonneau Cover**: A roll-up soft folding tonneau with integrated crossbows shields cargo and allows full access to the bed. The cover also helps protect the bed itself from debris and harsh weather conditions.

- **22" Accessory Wheels**: Stand out from the crowd with these factory-engineered and -approved wheels from GMC Accessories! All wheels feature a brilliant, durable finish and are available with matching lugs and GMC logo center caps.

- **Chrome Recovery Hooks**: Add functionality and enhance the appearance of your Sierra with chrome Recovery Hooks. These front hooks are for vehicle recovery only. For more information, see your GMC Owner’s Manual.
ACCESSORY WHEELS¹ To lend your own personal look to Sierra, choose from a range of wheels in a variety of finishes and styles.

Use only GM-approved tire and wheel combinations. Unapproved combinations may change the vehicle’s performance characteristics. For approved tire and wheel combinations and other important information, go to gmaccessorieszone.com or see your GMC dealer for details.

22" 7-Spoke Silver Wheel [SF1]
22" 6-Spoke Chrome Wheel [SEZ]
22" 5-Spoke UBM/Hi Gloss Black Wheel [SEW]
22" 6-Spoke Silver Wheel with UBM [SF0]
22" 7-Spoke Silver Wheel with Black Inserts [RX1]
22" 6-Spoke Chrome Wheel [SEY]
22" 6-Spoke Black Wheel [SEV]
22" 7-Spoke Silver Wheel with Chrome Inserts [RXN]

CHROME FUEL DOOR Add a distinct personality to the exterior of your Sierra with this stylish dealer-installed chrome fuel door.

CHROME TAILGATE HANDLE To help distinguish your Sierra, this good-looking chrome tailgate handle helps set off the tailgate.

CHROME EXHAUST TIPS These polished exhaust tips add a sporty appearance to your Sierra and feature the GMC logo.

ALL-WEATHER FLOOR MATS Be prepared for all conditions with these premium all-weather floor mats. Their deep-ribbed pattern collects debris.
ONSTAR

The level of convenience and safety provided by the various features available through OnStar offers powerfully simple connectivity and peace of mind. To place this capability at your fingertips, Sierra is available with a 6-month trial subscription to the OnStar Directions & Connections Plan. This plan includes:

COMMUNICATIONS • OnStar RemoteLink Mobile App • Hands-Free Calling with voice-activated dialing

DIAGNOSTICS • OnStar Vehicle Diagnostics

NAVIGATION • OnStar eNAV with MapQuest.com • Turn-By-Turn Navigation • Destination Download

CONFIDENCE • Stolen Vehicle Assistance • Roadside Assistance
• Remote Door Unlock • Remote Horn and Lights • Crisis Assist
• Emergency Services Link • Automatic Crash Response

Visit onstar.com for coverage map, details and system limitations. OnStar acts as a link to existing emergency service providers. Services vary with model and conditions. *Available on select iPhone® and BlackBerry® devices. Services vary by phone, vehicle and conditions. Requires active OnStar subscription.

SIERRA SPECIFICATIONS

DIMENSIONS

<table>
<thead>
<tr>
<th>CARGO DIMENSIONS</th>
<th>SHORT BOX</th>
<th>STANDARD BOX</th>
<th>LONG BOX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargo Volume</td>
<td>53.4 cu. ft.</td>
<td>61.0 cu. ft.</td>
<td>76.3 cu. ft.</td>
</tr>
<tr>
<td>Inside Width at Floor</td>
<td>51.0&quot;</td>
<td>51.0&quot;</td>
<td>51.0&quot;</td>
</tr>
<tr>
<td>Box Length at Floor</td>
<td>88.3&quot;</td>
<td>78.9&quot;</td>
<td>97.8&quot;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EXTERIOR DIMENSIONS</th>
<th>REGULAR CAB</th>
<th>DOUBLE CAB</th>
<th>CREW CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>73.5&quot;-74.1&quot;</td>
<td>73.9&quot;</td>
<td>73.7&quot;-73.9&quot;</td>
</tr>
<tr>
<td>Overall Length</td>
<td></td>
<td></td>
<td>229.5&quot;</td>
</tr>
<tr>
<td>Short Box</td>
<td>–</td>
<td>–</td>
<td></td>
</tr>
<tr>
<td>Standard Box</td>
<td>225.0&quot;</td>
<td>229.5&quot;</td>
<td>239.0&quot;</td>
</tr>
<tr>
<td>Long Box</td>
<td>223.9&quot;</td>
<td>–</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>WHEELBASE</th>
<th>REGULAR CAB</th>
<th>DOUBLE CAB</th>
<th>CREW CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short Box</td>
<td>–</td>
<td>–</td>
<td>143.5&quot;</td>
</tr>
<tr>
<td>Standard Box</td>
<td>119.0&quot;</td>
<td>143.5&quot;</td>
<td>153.0&quot;</td>
</tr>
<tr>
<td>Long Box</td>
<td>133.0&quot;</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

STANDARD TECHNICAL DATA

<table>
<thead>
<tr>
<th>Series/Drive Type</th>
<th>1500 / 2WD</th>
<th>1500 / 4WD</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>BRAKES</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>All models: Power 4-wheel antilock braking system</td>
<td>Front disc/rear disc [w/Duralife rotors]</td>
<td>Front disc/rear disc [w/Duralife rotors]</td>
</tr>
<tr>
<td>STEERING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electric power rack-and-pinion with variable assist</td>
<td>Electric power rack-and-pinion with variable assist</td>
<td></td>
</tr>
</tbody>
</table>

| FUEL TANK CAPACITY | (Approx. gals.: Short/Standard/Long Box) | 26.0/26.0/ |
|--------------------|----------------------------------------| 26/26.0/ |
|                    |                                        | 34.0     |

| ALTERNATOR [amps] | 150 | 150 |

<table>
<thead>
<tr>
<th>GVWR* (Gross Vehicle Weight Rating, lbs)</th>
<th>Regular Cab</th>
<th>6500-6800</th>
<th>6700-7000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Double Cab</td>
<td>6800-7200</td>
<td>7100-7200</td>
</tr>
<tr>
<td></td>
<td>Crew Cab</td>
<td>6900-7200</td>
<td>7100-7200</td>
</tr>
</tbody>
</table>
### Sierra 1500 Specifications

#### Engines

<table>
<thead>
<tr>
<th>Engine/Model Availability</th>
<th>Regular Cab, Standard Box</th>
<th>Regular Cab, Long Box</th>
<th>Double Cab, Standard Box</th>
<th>Crew Cab, Short Box</th>
<th>Crew Cab, Standard Box</th>
</tr>
</thead>
<tbody>
<tr>
<td>EPA estimates not yet available</td>
<td>16/23</td>
<td>EPA estimates not yet available</td>
<td>EPA estimates not yet available</td>
<td>EPA estimates not yet available</td>
<td>EPA estimates not yet available</td>
</tr>
</tbody>
</table>

#### Fuel Economy (City/Hwy MPG)

<table>
<thead>
<tr>
<th>Transmission Type</th>
<th>1500: Electronically controlled 6-speed automatic transmission with overdrive, electronic engine grade braking and Tow/Haul mode</th>
</tr>
</thead>
<tbody>
<tr>
<td>2WD (EPA-est.)</td>
<td>16/23</td>
</tr>
<tr>
<td>4WD (EPA-est.)</td>
<td>16/22</td>
</tr>
</tbody>
</table>

#### Transmission

<table>
<thead>
<tr>
<th>Transmission Type</th>
<th>1500: Electronically controlled 6-speed automatic transmission with overdrive, electronic engine grade braking and Tow/Haul mode</th>
</tr>
</thead>
<tbody>
<tr>
<td>2WD (EPA-est.)</td>
<td>16/23</td>
</tr>
<tr>
<td>4WD (EPA-est.)</td>
<td>16/22</td>
</tr>
</tbody>
</table>

#### Rear Suspension Semi-Elliptical 2-Stage Multileaf Springs

<table>
<thead>
<tr>
<th>Rear Axle/Spring Capacity (lbs)</th>
<th>2WD (Short/Standard/Long Box)</th>
<th>4WD (Short/Standard/Long Box)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Cab</td>
<td>~/3850/3950</td>
<td>~/3950/3950</td>
</tr>
<tr>
<td>Double Cab</td>
<td>~/4100/3950</td>
<td>~/4100/3950</td>
</tr>
<tr>
<td>Crew Cab 2</td>
<td>3850/3950/~</td>
<td>3950/3950/~</td>
</tr>
</tbody>
</table>

### Notes
- Capacities and weight ratings are dependent on model, engine, transmission and GVWR combinations. See your GMC dealer for details.
- Late availability. See your GMC dealer for more details.
## Features and Specifications continued

### Payload and Trailering Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine</th>
<th>Axle Ratio</th>
<th>Max Payload&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Max Conventional Trailering&lt;sup&gt;2&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Cab Standard Box</td>
<td>4.3L</td>
<td>3.23</td>
<td>2088</td>
<td>6400</td>
</tr>
<tr>
<td>2WD</td>
<td>5.3L</td>
<td>3.08</td>
<td>2072</td>
<td>7300</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>2072</td>
<td>9300</td>
</tr>
<tr>
<td>Regular Cab Standard Box</td>
<td>4.3L</td>
<td>3.42</td>
<td>2088</td>
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<tr>
<td>4WD</td>
<td>5.3L</td>
<td>3.08</td>
<td>2068</td>
<td>7100</td>
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<td>5.3L</td>
<td>3.42</td>
<td>2068</td>
<td>9100</td>
</tr>
<tr>
<td>Regular Cab Long Box</td>
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<td>3.23</td>
<td>2108</td>
<td>6300</td>
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<tr>
<td>2WD</td>
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<td>3.08</td>
<td>2102</td>
<td>7200</td>
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<td>5.3L</td>
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<td>2102</td>
<td>10,200</td>
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<tr>
<td>Regular Cab Long Box</td>
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<td>3.42</td>
<td>2059</td>
<td>7000</td>
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<tr>
<td>4WD</td>
<td>5.3L</td>
<td>3.08</td>
<td>2053</td>
<td>6800</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>2053</td>
<td>9900</td>
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<tr>
<td>Double Cab Standard Box</td>
<td>4.3L</td>
<td>3.23</td>
<td>2015</td>
<td>6000</td>
</tr>
<tr>
<td>2WD</td>
<td>5.3L</td>
<td>3.08</td>
<td>2012</td>
<td>6900</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>2012</td>
<td>9900</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.73&lt;sup&gt;1&lt;/sup&gt;</td>
<td>2010&lt;sup&gt;1&lt;/sup&gt;</td>
<td>11,500&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>Double Cab Standard Box</td>
<td>4.3L</td>
<td>3.42</td>
<td>1971</td>
<td>6700</td>
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<tr>
<td>4WD</td>
<td>5.3L</td>
<td>3.08</td>
<td>1974</td>
<td>6600</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>1974</td>
<td>9600</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.73&lt;sup&gt;1&lt;/sup&gt;</td>
<td>1866&lt;sup&gt;1&lt;/sup&gt;</td>
<td>11,200&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>Crew Cab Short Box</td>
<td>4.3L</td>
<td>3.23</td>
<td>1933</td>
<td>5800</td>
</tr>
<tr>
<td>2WD</td>
<td>5.3L</td>
<td>3.08</td>
<td>1933</td>
<td>6800</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>1933</td>
<td>9800</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.73&lt;sup&gt;1&lt;/sup&gt;</td>
<td>2003&lt;sup&gt;1&lt;/sup&gt;</td>
<td>11,400&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
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<td>3.42</td>
<td>1936</td>
<td>6700</td>
</tr>
<tr>
<td>4WD</td>
<td>5.3L</td>
<td>3.08</td>
<td>1957</td>
<td>6600</td>
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<tr>
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<td>5.3L</td>
<td>3.42</td>
<td>1957</td>
<td>9800</td>
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<tr>
<td></td>
<td>5.3L</td>
<td>3.73&lt;sup&gt;1&lt;/sup&gt;</td>
<td>1830&lt;sup&gt;1&lt;/sup&gt;</td>
<td>11,200&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

<sup>1</sup>Payload and conventional trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum payload weight your vehicle can tow. See your GMC dealer for additional details.

### Payload and Trailering Specifications continued

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine</th>
<th>Axle Ratio</th>
<th>Max Payload&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Max Conventional Trailering&lt;sup&gt;2&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew Cab Standard Box</td>
<td>4.3L</td>
<td>3.23</td>
<td>1875</td>
<td>5800</td>
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<tr>
<td>2WD</td>
<td>5.3L</td>
<td>3.08</td>
<td>1871</td>
<td>6700</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>1871</td>
<td>9700</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.73&lt;sup&gt;1&lt;/sup&gt;</td>
<td>1847&lt;sup&gt;1&lt;/sup&gt;</td>
<td>11,300&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>Crew Cab Standard Box</td>
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<td>3.42</td>
<td>1878</td>
<td>6600</td>
</tr>
<tr>
<td>4WD</td>
<td>5.3L</td>
<td>3.08</td>
<td>1883</td>
<td>6500</td>
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<td>3.42</td>
<td>1883</td>
<td>9500</td>
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<tr>
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<td>5.3L</td>
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<td>1751&lt;sup&gt;1&lt;/sup&gt;</td>
<td>11,100&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

### Sierra Axle Ratings and Plow Weights

#### Front Gross Axle Weight Rating (FGAWR) with Snow Plow Prep Package (4WD Models Only)

<table>
<thead>
<tr>
<th>Body</th>
<th>Engine</th>
<th>Engine Type</th>
<th>1500</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Cab</td>
<td>4.3L</td>
<td>Gas</td>
<td>3950</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>Gas</td>
<td>3950</td>
</tr>
</tbody>
</table>

#### Maximum Plow Weights (4WD Models Only)

<table>
<thead>
<tr>
<th>Body</th>
<th>Engine</th>
<th>Engine Type</th>
<th>1500</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Cab</td>
<td>4.3L</td>
<td>Gas</td>
<td>40/500&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>Gas</td>
<td>40/500&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

<sup>1</sup>Maximum payload capacity includes weight of driver, passengers, optional equipment and cargo. Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum payload weight your vehicle can tow. See your GMC dealer for additional details.

<sup>2</sup>Requires Max Trailering Package. Late availability. *R275xxx/xxx lbs maximum of permanently attached snow plow mounting hardware/xxx lbs maximum of removable snow plow blade and blade hardware. Maximum plow weights based on a vehicle with average manufacturer option content and 150 lbs each for driver and one additional front seat occupant. Additional equipment and occupants will reduce maximum plow weight. Rear compensating weight may be required to maintain front axle weight below 65% of total vehicle weight when equipped with snow plow. Consult your snow plow manufacturer for specific compensating weight recommendation.